

Insurance.

UNION ASSURANCE SOCIETY.
(Incorporated in the Empire of Great Britain.
A.D. 1711.)
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £100,000.
TOTAL INVESTED FUNDS, £2,700,000.
TOTAL ANNUAL INCOME, £80,000.

THE undersigned, having been appointed
AGENTS of the above Society in Hong-
kong, is prepared to issue Policies against
FIRE on the usual terms.

HARRY WICKING,
General Manager.
THE MANCHESTER FIRE ASSUR-
ANCE COMPANY.
(Established A.D. 1826.)

CAPITAL £2,700,000
TOTAL FUNDS AND SECURITIES £2,700,000
NET ANNUAL FIRE PREMIUMS £70,000

HAVING been appointed AGENTS of
the above Company, we are prepared to
accept EUROPEAN and CHINESE RISKS
at Current Rates.

HOLIDAY, WISE & Co.,
Agents.
Hongkong, January 1, 1896. 12

**NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.**
Total Funds at 31st December, 1894,
£1,014,918 2s. 2d.

Authorized Capital, £1,000,000
Subscribed Capital, £2,700,000
Paid-up Capital, £2,700,000
Fire Fund, £2,700,000
Revenue Fire Branch, £1,014,918 2s. 2d.

HAVING been appointed AGENTS of
the above Company, we are prepared to
accept EUROPEAN and CHINESE RISKS
at Current Rates.

SHEWAN & Co.,
Agents.
13 July, 1895. 1309

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silver Smiths,
N A U T I C A L S C I E N T I F I C A N D
M E T E O R O L O G I C A L
I N S T R U M E N T S .
V O L U N T A R I E S C E L E B R A T E D
B I N O C U L A R S A N D T E L E S C O P E S .
B R I T I S H L I Q U I D A N D O I L C O M P A N I E S .
A D M I R A L T Y A N D M A R I N E C H A R T S .
N A U T I C A L B O O K S .
English Silver & Electro-Plated Ware,
Christie & Co.'s Electro-Plated Ware,
GOLD & SILVER JEWELLERY
in great variety.
D I A M O N D S
AND
D I A M O N D J E W E L L E R Y .
A Splendid Collection of the Latest London
PATTERNS, at very moderate prices. 724

WINDSOR HOTEL,
HONGKONG.
THIS ESTABLISHMENT, situated in the
central business district, is a "COX"
NAUGHT HOUSE, of over 1000 ft. of
accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
to each floor, in charge of experienced
Attendants.
Favourable Arrangements made for
Families and for Monthly or Extended
Periods.
P. BOHME,
Proprietor and Manager.
Hongkong, November 24, 1894. 1307

Waterbury Watches.
SERIES 'L' or Lady's Size @ \$4.50 each.
Do. 'J' or Gents do. @ \$4.50 do.
Do. 'E' or do. do. @ \$2.00 do.
Apply to
THE MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, December 28, 1895. 2404

PEAK HOTEL.
OPEN ALL THE YEAR ROUND.
THIS Commodious and Well-appointed
HOTEL, situated at a height of 1,200
feet above sea-level, has just been thoroughly
re-decorated, renovated and furnished,
and a NEW WING has been built, which
commands magnificent views of the Har-
bour and mainland of China.
SPECIAL WINTER RATES,
(From 1st November to 31st March).
One person, per day ... \$3 to \$3.50
One person, per week ... 20.00
One person, per month ... 60.00
Married couple (occupying one
room) per day ... 5.00
Married couple (occupying one
room) per month ... 110.00
Married couple (occupying two
rooms) per month ... 120.00
Extra Bedroom, per day ... 20.00
Extra Bedroom, per month ... 1.50
For further Particulars apply to
THE MANAGER,
New Victoria Hotel.
Hongkong, October 10, 1895. 1892

Relieves the sear-
ing pain at once
and
CURES
all discharges from
the genito-
urinary or-
gans in either
sex in
48 HOURS
Santal-Midy
is a
specific
for
Cystitis
Beware of imitations
Each tiny Capsule
bears the name
S. RUE VIVIER, PARIS

For Sale by A. S. Watson & Co., Chemists.

Shipping.

Steamers.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**
FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship
Haitong,
Capt. Davis, will be
despatched for the above
Ports, TO-MORROW, the 17th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, March 16, 1896. 584

MOGUL LINE OF STEAMERS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Greece,
Capt. Bailey, will be
despatched for the above
Port at Noon, TO-MORROW, the 17th
March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 16, 1896. 597

**FOR SINGAPORE, PENANG AND
CALCUTTA.**
The Steamship
Lightning,
Capt. J. G. Spencer, will
be despatched for the
above Ports on TUESDAY, the 17th Inst.,
at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SOHN & Co.,
Agents.
Hongkong, March 11, 1896. 555

**THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.**
CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896:
(SUBJECT TO ALTERATION).
Chittagong, Tuesday, 17th March.
TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

The Steamship
Chittagong,
will be despatched for
HONGKONG, VICO-
TORIA, I.C., and PORTLAND, ORE-
GON, via KOBE and YOKOHAMA, on
TUESDAY, the 17th Instant.
Consular Invoice of Goods for United
States Ports should be in Quadruplicate,
and one copy must be sent forward by
the steamer to the care of the General
Passenger Agent, Oregon Railway and
Navigation Co., Portland, Oregon.
For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, March 12, 1896. 441

**AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.**
UNDER MAIL CONTRACT WITH THE
AUSTRIAN GOVERNMENT.
STEAM TO SHANGHAI & KOBE.
The Co.'s Steamship
Fekra,
Capt. F. Cosovovic, will be
despatched for the above
Ports on TUESDAY, the 17th Instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.
Hongkong, March 10, 1896. 550

FOR NEW YORK VIA SUEZ CANAL.
(Following the S.S. *Falsten Hall*).
The Steamship
Queen Olga,
Capt. Harris, will be
despatched for the above
Port on or about 15th March.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, February 25, 1896. 449

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR CHERO, TIENSIN AND
NEWCHANG.
The Steamship
Kannu,
Capt. Somerville, will be
despatched on FRI-
DAY, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 12, 1896. 565

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.
The Co.'s Steamship
Tsinau,
Capt. Gao, Ransay, will
be despatched as above
on WEDNESDAY, the 26th Inst., at 3 p.m.
The attention of Passengers is directed
to this Superior Accommodation offered
by this Steamer. First-class Saloon
is situated forward of the Engine.
A Refrigerating Chamber ensures the
supply of Fresh Provisions during the
entire voyage. A fully-qualified Surgeon
is carried, and the Vessel is fitted through-
out with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 14, 1896. 538

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR
COLOMBO, BOMBAY, PORT SAID,
LONDON AND ANTWERP.
The Co.'s Steamship
Ten-Maru,
will be despatched as
above on or about the
30th Instant.

To be followed by a steamer leaving
Japan monthly.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Hongkong, March 9, 1896. 596

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Tantulus,
Capt. HANNAH, will be
despatched as above on
WEDNESDAY, the 18th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 7, 1896. 439

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Nestor,
Capt. ASQUITH, will be
despatched as above on
WEDNESDAY, the 25th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, March 7, 1896. 533

SHELL LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
The Co.'s Steamship
Telma,
Capt. T. G. Scott, will be
despatched as above on
WEDNESDAY, the 25th March.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, March 7, 1896. 523

GLEN LINE OF STEAM PACKETS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship
Glenariff,
Capt. GUYE, will be
despatched as above on
or about THURSDAY, the 2nd April.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, March 12, 1896. 570

Sailing Vessels.
FOR SAN FRANCISCO.
The 100 A.T. British Ship
Queen Elizabeth,
Fitzroy, Master, will load
here for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, February 18, 1896. 588

FOR SAN FRANCISCO.
The American Barque
Colon,
NOTES, Master, will load
here for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, March 3, 1896. 489

FOR SAN FRANCISCO.
The 103 A.T. British Ship
Brederick Castle,
Francis, Master, will load
here for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, December 5, 1895. 2277

Mails.

**STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.**
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

The Steamship *ROSETTA*, Captain
G. K. WILSON, R.N.R., carrying
Her Majesty's Mails, will be despatched
from this for BOMBAY, &c., on THURSDAY,
the 26th March, at Noon, taking
Passengers and Cargo for the above Ports.
(This Steamer connects at Bombay with
the S.S. *AUSTRALIA*, leaving that
port on the 13th APRIL, for LONDON
Direct).

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
ALEX. WOOLLEY,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, March 13, 1896. 578

**JAVA-CHINA-JAPAN LINE OF
STEAMERS.**
UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COM-
PANY OF NETHERLANDS
INDIA.
PROPOSED SAILINGS.
(SUBJECT TO ALTERATIONS).
JAVA-HONGKONG-YOKOHAMA-KOBE-AMOI-
HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG
TO JAVA.
S.S. *Germantien*, March 18.
S.S. *Castalia*, March 21.
S.S. *Federatia*, March 24.

TO JAPAN.
S.S. *Federatia*, April 1.
S.S. *Germantien*, April 4.
S.S. *Castalia*, April 7.

General Agents for China & Japan
LAUTS, WEEBER & Co.
Hongkong, February 20, 1896. 493

Mails.

**Occidental & Oriental Steam-
Ship Company.**
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, Mar. 21, at noon.
Doric (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Wednesday, April 2, at noon.

THE Steamship *GAELIC* will be
despatched for SAN FRANCISCO,
via NAGASAKI, KOBE, INLAND SEA,
YOKOHAMA AND HONOLULU, on
SATURDAY, the 21st March, at Noon,
connection being made at Yokohama with
Steamers from Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained on application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
order in full, and same will be received at
the Company's Office until 5 p.m. the day
previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, March 11, 1896. 511

U. S. Mail Line.

**PACIFIC MAIL STEAMSHIP
COMPANY.**
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Inland Sea and Honolulu) ... Tuesday, Mar. 31, at noon.
Yokohama ... Thursday, April 18, at noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Sunday, May 3, at daylight.

THE U. S. Mail Steamship *CITY
OF PEKING* will be despatched for
SAN FRANCISCO, via NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA,
on TUESDAY, the 31st March, at Noon,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
AND RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN
PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.

Through Rates being given for OVER-
LAND CITIES in the United States have,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER AND RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, Havana, Trinidad,
and Demerara, being given for OVER-
LAND and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, March 11, 1896. 519

Mails.

NOTICE.
COMPAGNIE DES MESSEAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 18th March,
at 10 a.m., the Company's S.S.
MELBOURNE, Commandant BOURDON,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for
MARSEILLES via Ports of Call, without
transhipment.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Noon will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 17th March. (Parcels are not to be
sent on board; they must be left at the
Agency's Office).

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

C. TOURNAIRE,
Acting Agent.
Hongkong, March 5, 1896. 504

NOTICE.

**STEAM FOR
SINGAPORE, COLOMBO, ADEEN,
SUZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
HALFESTON & SOUTH AMERICAN
PORTS.**

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Prussia Tuesday March 31.
Sachsen Tuesday April 28.
Kaiserlich Tuesday May 26.
Prinz Heinrich Tuesday June 23.
Prussia Tuesday July 21.
Sachsen Tuesday August 18.
Kaiserlich Tuesday September 15.
Prinz Heinrich Tuesday October 13.
Prussia Tuesday November 10.

ON TUESDAY, the 31st day of March,
1896, at 9 a.m., the Company's
S.S. *PRUSSIA*, Captain HAEZMANN,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon on SATURDAY, the 28th March,
Cargo and Specie will be received on
board until 5 p.m. on MONDAY, the 30th
March, and Parcels will be received (at
the Agency's Office) until Noon on MONDAY,
the 30th March. Contents of Packages
are required. No Parcel Receipts will be
signed for less than \$2.50, and Parcels
should not exceed Two Feet Cubic in
measurements.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, March 9, 1896. 503

**NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.**
VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the PACIFIC COAST and to the In-
terior and Eastern Cities of the United
States and Canada and to Europe.

HONGKONG TO LONDON, \$400.
Excellent accommodations. First class
Table, DINNER and STEWARDESSE carried.
HONGKONG TO NEW YORK, \$350.
The Railroad travelling is made to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAR-
LINE.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on ap-
plication.

Special rates allowed to members of Gov-
ernment Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Tacoma 2,549 Tuesday April 7.
Victoria 3,167 Tuesday May 5.
Hankow 3,594 Tuesday June 2.

THE Steamship *TACOMA*, Captain
R. CLAWSON, sailing at Noon, on
TUESDAY, the 7th April, will proceed to
VICTORIA (B.O.) and TACOMA
(Wash.), via SHANGHAI, KOBE and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of the Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, March 10, 1896. 595

Mails.

**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

1896.  1896.

SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES—
(Calling at AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R. ... Wednesday, 16th March 96.
EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R. ... Wednesday, 8th April 96.
EMPRESS OF INDIA, Comdr. H. Pybus, R.N.R. ... Wednesday, 29th April 96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.O.)
in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-
CONTINENTAL TRAINS of the CANADIAN PAC

HERE, THERE AND EVERYWHERE

'PLANTS TOO I BELIEVE

There is a well-known story of how, when an admirer was extolling the gifts of the late President of the Academy—his knowledge of language, his after-dinner oratory, his sculpture—Mr. Whistler interjected "Paints too, I believe." Among those many gifts Leighton did not claim that of literature; yet, how many men who had not the gift of literature would have so hastened to collect into a book such elaborate and orate addresses on art as he was in the habit of delivering to the Academy? Leighton was a man for whom that much abused word Art had a significance not bounded by the limits of the branches in which he labored. He was a man who could close a palace of art where literature and music were absent, and his sister-arts in a fellowship of excellence.

A German naval captain has invented a new life-buoy. It consists of a large cork ring capable of floating three persons, and provided with a kind of net which offers a support to their feet. Its principal feature, however, is that it is fitted with an electric light, fed by a small accumulator which can be readily charged without dismounting it, from the electric plant with which most large vessels are now fitted. It will store sufficient electricity to keep the lamp alight for 24 hours. Underneath the buoy is a receptacle containing a small supply of provisions and water, an alarm-whistle and a switch for turning off the electricity in daylight.

MYOPES.

Dr G. Sterling Ryerson, Professor of Ophthalmology in Trinity Medical College, Toronto, says: Myopia being essentially due to abuse of the eye, one is constantly obliged to say 'don't' to patients. It occurs to me that it might be useful to put these prohibitory rules in aphoristic form:

1. Don't read in railway trains or in vehicles in motion.
2. Don't read lying down or in a constrained position.
3. Don't read by firelight, moonlight, or twilight.
4. Don't read by a flickering gaslight or candlelight.
5. Don't read books printed on thin paper.
6. Don't read books which have no space between the lines.
7. Don't read for more than 60 minutes without stopping, whether the eyes are tired or not.
8. Don't hold the reading close to the eyes.
9. Don't study at night, but in the morning, when you are fresh.
10. Don't select your own glasses at the outset.

It would almost seem as though some of these rules were too obvious to require mention, but practical experience shows that myopes abuse their eyes just in the way stated. Reading by firelight or by moonlight are favourite sins. Reading lying down tends to increase the strain on the accommodation, and while travelling tires the ciliary muscle because of the too frequent adjustment of focus. In short, anything which tends to increase the pressure of blood in the organ favours the increase of the defect, leading in extreme cases to detachment of the retina and blindness.

'OH! IT'S TOMMY, TOMMY ATKINS.'

up-country in India, and it concerns the swallowing capacity of a well-seasoned buck. Thomas Atkins. A certain regiment it appears has a champion drinker who, no matter how much fluid he absorbed, never got any 'torrider.' One evening some men from another regiment were dining at mess and the famous Private Atkins dropped up. One of the guests offered to bet that the man could swallow two mags of champagne. "To settle the question," said the challenger, "I drinkit" was sent for and on being brought up, his backers said:—"Atkins, do you think you could drink two mags of champagne?" "Why the course, sir," came the answer, but then he thought and said twice over, "but wot is 'magnims,' sir, axing?"

you parding? It was explained to him and Atkins then said that if they would wait a minute he would go outside and find out for certain. He came back after a few minutes, and said: 'Yes, sir, I'm certain I can manish them.' Why? they asked. 'Cos w'y sir, I've just been to the canteen and tried it in beer.'

'DUCKS NOT THE QUESTION.'

At a recent discussion meeting, held by negroes, the question of the coming was: 'Which am de mudder of de chicken—de hen wot lay de egg, or de hen wat hatch de chick?' The question was was

bated, and many ravenous pro and con were engaged and combated, when a shrewd fellow put the case thus: "Suppose that you set on dozen ducks' eggs under a hen, and the hen hatches, which am de mudder—de duck or de hen?" This was a poser, but the chairman extracted them from the difficulty. Rising from his chair in all the pride of conscious superiority, he announced: "Ducks am no before de house; chickens am de question; therefore I rule de ducks out; and so he did to the complete overthrow of those who held

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*Asprocs of a business visit which M. Deilherr, the famous *accusateur des hautes œuvres*, is about to pay to Corroia, an amusing story has been going the round of the Paris clubs. When his services were in request, the alleged fact of his being a respectable brigand, Roobahtin, M. Deilherr was far more nervous than his client, who, seeing his plight, kindly offered him an arm to get over the uncomfortable passage of 200 yards between the gate of the prison and the scaffold. The priest, awaiting the criminal at the door, knew neither of the chief actor in the drama, nor yet naturally of the fact that his services to the one so most painfully afflicted. Saining M. Deilherr by the other arm, he walked beside him along the fatal path, pouring religious consolations and exhortations to confess in his attentive ear. Deeply moved and weeping bitterly, the penitent headman confessed to the priest a long list of deaths to which he had been responsible. "Kiss me, my son!" exclaimed the worthy father as they stood at the last before the guillotine. Glancing at the supposed felon to his bosom he moved by his shoulder, with horror and surprise, an assistant strap the other man upon the plank, turn him over, and decapitate him.*

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